MD 28 (DARNESTOWN ROAD) IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNALS

12"

11,12,15

PROPOSED SIGNS

9"x12"
R10-4(1)

TO BE INSTALLED WITH PUSHBUTTON

21

EXISTING SIGNALS TO REMAIN

12" (R Y G) — 7,8,9,10

12" — 13,14,16

EXISTING SIGNS TO BE RELOCATED

D3-2
Variable x 16"
(Dual Faced)

Owens Glen WAY <11700 →

18b,20a

D3-2
Variable x 16"
(Dual Faced)

← Owens Glen WAY <11700

18a,20b

EXISTING SIGNALS TO BE RELOCATED

12" (R Y G) — 3,6

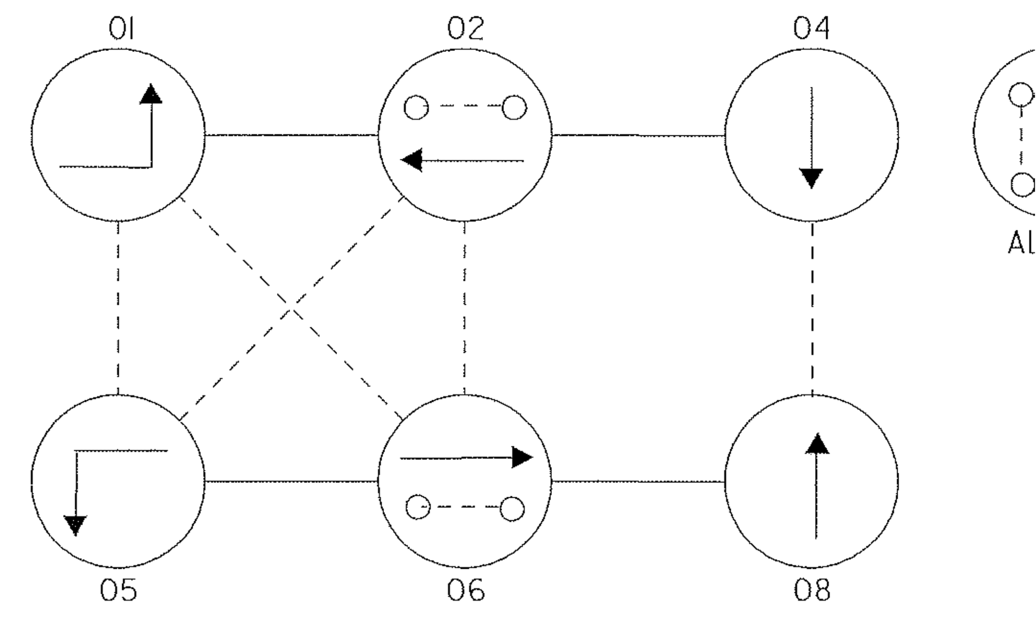
12" (R, ◄Y Y, ◄G G) — 1,2,4,5

EXISTING SIGNS TO REMAIN

R10-12
36"X42"
LEFT TURN YIELD ON GREEN
17,19

R10-4(1)
9"x12"
22

NEMA PHASING



NEMA PHASING NOTES
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE C
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATI

CONSTRUCTION DETAILS

A. MAINTAIN EXISTING CONTROLLER AND CABINET.
B. USE EXISTING STRAIN POLE. INSTALL PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND SIGN, AND 20 FOOT LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM LUMINAIRE, WITH PHOTOCELL AS SHOWN.
C. INSTALL 24 INCH WHITE REMOVABLE PERFORMED PAVEMENT MARKING TAPE.
D. INSTALL 1 INCH ELECTRICAL CONDUIT - GALVANIZED SLEEVE
F. ABANDON EXISTING DETECTOR.
G. INSTALL 6 FOOT x 30 FOOT QUADRUPOLE TYPE (3-6-3 TURNS) LOOP DETECTOR ENCASED IN FLEXIBLE TUBING.
K. USE EXISTING CONDUIT
M. CAP AND ABANDON EXISTING CONDUIT.
N. REMOVE EXISTING HANDHOLE.
P. ABANDON EXISTING MICROLOOP PROBE SET.
R. USE EXISTING HANDHOLE.
V. INSTALL PEDESTRIAN SIGNAL HEAD ON EXISTING STRAIN POLE AS SHOWN.
W. RELOCATE EXISTING SIGNAL HEAD.
X. RELOCATE EXISTING OVERHEAD SIGN.
Y. REMOVE PEDESTAL POLE, SIGNAL HEADS AND FOUNDATION.

NOTES:

1) ALL EQUIPMENT REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR EXCEPT FOR THOSE ITEMS LISTED ON THE GENERAL INFORMATION SHEET.
2) PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. ALL OTHER PAVEMENT MARKINGS NOT DETAILED ARE FOUND ON SIGNING AND PAVEMENT MARKING PLANS.
3) D.O. INDICATES DELAY OUTPUT LOOP DETECTOR.
4) ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE FIELD LOCATED. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY.
5) GEOMETRICS SHALL BE CONFIRMED PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
6) LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
7) REFER TO THE TRAFFIC CONTROL PLAN FOR TEMPORARY SIGNING AND PAVEMENT MARKINGS.
8) UNLESS OTHERWISE NOTED, ALL EXISTING SIGNAL EQUIPMENT SHALL BE MAINTAINED.
9) REFER TO ULTIMATE GENERAL INFORMATION SHEET FOR PROJECT DESCRIPTION AND PHASE CHART.
10) ALL DISCONNECTING AND SPLICING OF INTERCONNECT CABLE SHALL BE PREFORMED BY MONTGOMERY COUNTY DIVISION OF TRAFFIC AND PARKING SERVICES PERSONNEL

LEGEND

- TRAVEL LANE
- TRAFFIC BARRIER
- PLASTIC DRUMS
- CRASH CUSHION
- ROADWAY TO BE CONSTRUCTED
- TEMPORARY PAVEMENT

GEOMETRICS LEGEND

PROPOSED GEOMETRICS
EXISTING GEOMETRICS

LEGEND OF UTILITIES

WATER	W
GAS	G
UNDERGROUND TELEPHONE	T
SANITARY SEWER	S
UNDERGROUND ELECTRIC	E
AERIAL	A
STORM DRAIN	SD
SEWAGE FORCE MAIN	FM
CABLE TV	TV

REVISION 'B'
KCI TECHNOLOGIES INC.
ENGINEERS AND PLANNERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND
21030-1888
(410) 316-7800

REVISIONS
(B) 10-00 NEW MD 28 GEOMETRICS
(3) ADDENDUM NO. 3 REPLACEMENT SHEET 12/19/2000
(A) ASBUILT 7-96
SHA NO. BW-853-802-312
R.R.Z.

APPROVALS
PROJECT MANAGER, SIGNAL DESIGN DIVISION
ORIGINAL
ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
ON
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
FILE
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGH
Office of Traffic & S
TRAFFIC ENGINEERING DE
TRAFFIC SIGNAL PLAN
PHASE 2 CONSTRUCTIO
MD 28 DARNESTOWN ROAD @ OWENS GLEN

DRAWN BY:	S.R. BARANOWSKI	F.A.P. NO.	
CHECKED BY:	R.R. ZACHERL	S.H.A. NO.	BW-853-802-3
SCALE:	1" = 20'	COUNTY:	MONTGOMERY
DATE:	2-15-96	LOG MILE:	15002816.46

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